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BIRTH.

On January 14th, at 5, Knutsford Terrace,
Kowloon, the wife of A. W. OUTERBRIDGE,
of a son.HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JANUARY 15th, 1910.

In his Report on the Budgets of the French Colonies recently distributed among the Deputies, Mr. Messimy appears to give special prominence to a discussion of the problems of Indo-China. The Report deals with Budgets of Indo-China, Madagascar, French West Africa, and the French Congo, and summarises the successes and failures of French colonisation, but we learn that the failures are practically confined to Indo-China, while the other Colonies are in a pacific and prosperous condition. Indo-China, says M. Messimy, is passing through a crisis. On the one hand there has been trouble at Tonkin and a recrudescence of piracy; on the other there are signs that the secret hostility of the natives to French rule is steadily increasing. The report discusses the difficulties of the Administration with the pirate De-THAM. It also draws attention to the anti-French organisation at Tonkin, which we are told has arranged for young Annamites to be transported to Japan, where they are to learn the art of war. One of the principal reasons for the comparative unpopularity of French rule in Indo-China is stated to be the ignorance of the French officials of the native language. Of this ignorance M. Messimy gives examples which are described as "amazing". In a newspaper published in the native

language an article was published entitled "Georgics or Exhortations to Agriculture"; the article in question, however, was neither more nor less than an appeal to insurrection against French rule, and it had been admitted into the journal, we are told, through the ignorance of the French officials. Surely, French officials are not expected to edit the native journals in Indo-China? The case quoted does not seem to prove ignorance of the native language, but simply a neglect to read every article published in the newspapers. A tired censor may well have been deluded by the headline into passing it over as innocuous. But better support for M. Messimy's indictment is afforded by an alteration of the Governor-General's Proclamation, the sense of which was maliciously changed by the interpreters. M. Messimy finds the principal cause of unrest in Indo-China to be the fiscal system, which he says not only weighs too heavily on the native, but is managed in a manner that seems deliberately calculated to excite discontent. But prominent among the remedies for this unsatisfactory situation, M. Messimy suggests that the officials should be compelled to learn the native language, while at the same time their numbers—which are described as a heavy burden on the resources of the Colony—should be reduced. The recommendation reminds us of an article which appeared only two or three months ago in *Blackwood's Magazine* from the pen of Sir Hugh Clifford, the Lieutenant-Governor of Ceylon, and more particularly of a section of the article headed "Les Fonctionnaires," with an excerpt from the *Lotos Eaters* underneath, reading "Why should we only toil, the roof and crown of things?" Sir Hugh spent a holiday in the French Colony last summer, and was greatly struck by the number of fonctionnaires in evidence everywhere. For instance, he found that in Cambodia, where there is a scattered population of one and a half million souls, no less than two hundred European fonctionnaires are considered necessary for its government, while British India with its three hundred millions claims the services of less than five hundred officials of similar position. "There can hardly be enough work to go round," for the fonctionnaires in Indo-China, he thought, but then it occurred to him that the French civil servant surely had what the British civil servant "most notoriously lacks—time, time to learn." On this point, Sir Hugh wrote: "Unfortunately, however, unless my informants—all themselves Frenchmen of experience—are at fault, the notion that there is ought to learn is one which does not readily present itself to the young official newly imported from France. Being posted to an appointment in the Colonial Civil Service of his country appears to be regarded by him as the end, rather than as the beginning, of his life's work. To secure employment as a Civil Servant in Indo-China no examination, competitive or otherwise beyond the taking of an ordinary degree, is demanded of him. The rest is a question of influence—the winning of a nomination from the Minister of the day. Appointments in the Colonies are not things for which Frenchmen scramble with any eagerness; the family 'waster' is the person on whose account, for the most part, the necessary influence is exerted. He will be returned to France and mercifully retransported once every three years at the expense of Government. For the rest, he is provided for for life. His own immediate pre-occupation is to create in the land of his exile as close an approximation as adverse circumstances will admit to the France from which he has been banished. . . . For, be it remembered, he is always in banishment, always a kind of official remittance-man, your French fonctionnaire in Indo-China—always there because he cannot help it; never because he likes it. The East sounds no call for him, but the alluring voice of France is for ever making mocking music in his ears. He is putting in time, like any other deported criminal, and only in very rare instances does he learn to love his chains." Who will say the picture is over-drawn? The facts, as Sir Hugh remarks, seem to be recognised by the Administration, and the report of M. Messimy to which we alluded at the commencement of this article is one more evidence of that fact. But Sir Hugh writes: "The attitude of Government towards its Civil Servants is largely one of compassion—of pity. It is hard enough for these poor devils to be here at all, it seems to me. It would be wicked to make things harder for them by expecting them to be useful. Accordingly, though the inability of the French Civil Servant to speak the vernacular is universally admitted and almost as universally deplored, successive Governors-General have drawn back dismayed from the

proposal to make such studies compulsory and promotion dependent on proficiency. Such action, it is thought, would be a cruelty, a brutality, the adoption of methods of barbarism. One does not want to strike the man who is down; and if a man were not 'down,' how, in the name of common-sense, would he ever be a Civil Servant of France in Indo-China?" The eyes of France have been widely opened to the problems of Indo-China recently, and the recommendations of M. Messimy, we imagine, stand a good chance now of being adopted.

Three boys were yesterday sentenced to receive twelve strokes with the birch for having stolen an incense burner from a Japanese shop in d'Aguilar Street.

A full dress rehearsal of "The Treaders" was given last night. The choral work was effective, the dresses were picturesque and the acting throughout was good, so that a successful production may be confidently expected.

The Hon. Dr. J. M. Atkinson has kindly consented to give a course of lectures at the Y. M. C. A. in First Aid, in connection with the St. John Ambulance Association, if a sufficient number wish to attend them.

The entries for the next Hongkong Race Meeting close to-day. Only a month remains for the training of the ponies, and now that they are made public interest in the training will be stimulated. Mr. Vida is already down from Shanghai.

Householders should be unusually vigilant at present, as the approach of China New Year is unfortunately associated with thefts, petty and otherwise. Several have been reported to the police. In one street in Kowloon thieves visited two adjoining houses and cleared the umbrella stand and took away whatever hats were handy.

A daring case of snatching was dealt with at the Magistracy yesterday. A little girl, with a child on her back, was looking into a shop window when the defendant came up with a knife and deliberately cut the string of beads which fastened a bangle to the child's arm. The girl raised the cry of thief and the man made off, but as he ran into the arms of a detective he was speedily brought to justice.

An inquiry was conducted by Mr. E. R. Hallifax and a jury consisting of Messrs. J. Manservant, H. W. Lester and B. C. de Cunha into the circumstances of the death of a prisoner in Victoria Gaol who died the previous day. The evidence was that deceased, who had been admitted to prison on the 8th inst. on sentence of seven days' imprisonment for begging in the public streets, died from dysentery. The jury accordingly returned a verdict of death from natural causes.

His Excellency Senhor Marques, Governor of Macao, will pay an official visit to Hongkong to-day in the gunboat *Patric*. He will land at Blake Pier at 12.30 p.m., where a guard of honour will be drawn up, and his Excellency will then proceed to Government House to tiffin. Owing to his brief stay Senhor Marques will be unable to dine with the Portuguese Consul-General, or to attend the reception at the Club Lusitano, which had been arranged, in the evening.

H. M. S. *King Alfred* sails to-day for a cruise which is likely to extend over a period of three or four weeks. The flagship will visit Bangkok officially, and will probably call at Saigon on her way back to Hongkong, where she will remain until relieved by the *Minotaur*, which is expected to arrive about the beginning of March. H. M. S. *Monmouth* will also leave this station early next week for Colombo, where she receives commissions, and on route she will take service competitors to Manila for the forthcoming Carnival.

An interesting case was heard at the Magistracy yesterday when A. M. Costa, employed in the service of the Harbour Office, was charged with assaulting a Chinese constable attached to the Sanitary Board. The evidence was that Mr. Wolfe, the Head of the Department, sent the complainant to make inquiries at 21, Water Street respecting a letter which had been received. He wanted to ascertain whether the letter was genuine or fictitious. The defendant, who lived at that address, found the complainant on the premises, and being suspicious of him he asked the latter who he was. When the complainant said that he was a policeman the former asked him to produce his authority. All that the constable could produce was a whistle, and Costa then took him by the queue and led him to the Police Station. When the case was before the Magistrate Costa justified his action by stating that there had been an armed robbery committed on the premises some three years ago by men who represented themselves to be policemen. His Worship dismissed the summons.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Atsuta Maru* (European Line) left Singapore on the 14th inst., and is expected here on the 20th inst.

The G.N. str. *Minosaka* left Nagasaki for this port via Shanghai and Manila on the 14th inst., and is expected here on the 24th inst.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1884.]

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

MR. CHAMBERLAIN APPEALS TO THE NATION.

LONDON, January 14th.

Mr. Joseph Chamberlain in a long manifesto to the nation, addressing Britons and Patriots, says:

"We are losing our comparative position in the world. It is impossible to play fast and loose with destiny. You have an opportunity you may never have again, and it will be the glory of this generation if it strengthens the foundations of our unparalleled dominion, and an eternal disgrace if it allows it to fall."

GERMANY AND THE MANCHURIAN RAILWAY.

LONDON, January 14th.

Reuters' Berlin correspondent learns that Germany has expressed general agreement with Mr. Knox's proposal for the neutralisation of the Manchurian railways, in the same sense as Great Britain has done.

In Government circles in Berlin, however, it is believed that it will be a long time before a settlement is reached.

CHINA'S FUTURE NAVY.

LONDON, January 14th.

The Chinese Commissioners have left Berlin for St. Petersburg.

Sir Liang Cheng, interviewed at Berlin, said that China's future fleet was intended not as an instrument of world policy, but as a guarantee of peace in the Far East, and as being necessary to China's development. All nations therefore should help China. She did not aspire to possess Dreadnoughts, but would begin with cruisers and torpedo boats.

[FROM SOUTHERN PAPERS.]

MILLIONAIRE'S DEATH.

LONDON, January 8th.

The death is announced of the American millionaire Mr. D. Ogden Mills.

[Mr. Ogden Mills was a great banker. He came into prominence recently when his daughter was married to the Earl of Granard.]

POLICE SMOKING CONCERT.

A string of Chinese lanterns stretched across the facade of the Teimohatsoi Police Station and visible from the Hongkong shore; acted as beacon lights to guests who were bound for the annual police "smoker" last night. This is the opportunity taken by the Police to extend New Year greetings to their friends, and last night their welcome to guests was as cordial as it was sincere. The usually sombre environs of the water police headquarters had been transformed, and the large matchless in which the concert was held was tastefully decorated with greenery and bunting. It goes without saying that there was a large attendance, and the promoters are to be congratulated on their excellent arrangements and the success with attended their efforts.

Lieut. C. W. Beckwith, Superintendent of the Water Police, presided, and thanked members of the force for the honour they had done him in asking him to take the chair for one of the biggest concerts that took place in the year at Kowloon. He took the opportunity of wishing all present a Happy New Year and a jolly good one, and he trusted they would have no doctors' bills. He also asked the guests to forget, for once, that they were in a police station, and "let things go a bit."

The programme, which was an exceptionally long one, was then proceeded with, but as it was not concluded until after midnight we are unable to give a detailed report of the many excellent items it contained. Sentimental and comic songs, dances, recitations, conjuring tricks and sword and club exhibitions were given by Messrs. Brook, Allen, Englefield, Cobb, Peel, Burgess, Day, Lavery, Hog, Sturdy, Bunyard, Summerscales, Tomkins and Crews, and the applause of the audience was ample testimony of their appreciation of the various items.

Those who brought the concert to such a successful termination were Mr. A. C. Langley (President), Mr. E. H. Wills (Secretary), Mr. A. Pattison (Treasurer), and the following members of Committee:—Messrs. Boole, Caggill, Davis, Boulger, Barner, Jackson, Edwards, Sutton, Munday, L. A. Langley, Garner, Thompson, Brock, Connaughton, Thomas and McCorkell.

TYPHOON SIGNAL-STATION AT TSZE TSZE MUI.

The following correspondence has been sent to us by the Secretary of the Chamber of Commerce for publication:—

Letter from Government and enclosure:—Colonial Secretary's Office.

10th November, 1909.

SIR,—I am directed to forward for the consideration of your Committee the enclosed copy of a letter dated the 21st ultimo from the masters of certain vessels, and to inform you that it has been suggested that a signal station should be erected at Tsze Tsze Mui.

2. His Excellency the Governor inclines to the opinion that once a vessel having been warned of the approach of a typhoon, his sight shelter in Kowloon Bay, the barometer is its best guide, and that there is therefore no necessity to incur the expense of erecting the proposed signal station. I am accordingly to inquire what is the view of your Committee on the point, and in the event of the Committee being strongly of opinion that such a station is necessary I am to inquire what site they consider most suitable.—I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.The Secretary,
Chamber of Commerce.

Enclosure.

Hongkong, 21st October, 1909.

DEAR SIR,—With reference to the Black Cross which was hoisted and the three bombs which were fired on Tuesday indicating to those who were interested that the wind was likely to increase to Typhoon force, we would like to draw your attention to the fact that those who were most interested, viz.:—the various masters of vessels anchored in Kowloon Bay and elsewhere, had not the slightest idea that these signals were exhibited.

The difficulty lies in the existing position of the local Typhoon Signals, which are not visible from Kowloon at all.

We wish to ask you if you would use your influence in arranging with the Hongkong & Whampoa Dock Co., so that the signals may for the future be hoisted at Kowloon on the hill behind the No. 1 Dock. This would be greatly appreciated by shipping men, for the reason that when we most require information we, on account of having to leave our moorings for shelter, are out of range of these in the Harbour.—We are, &c.,

F. H. ROSE, S.S. Yuen Sang.
J. S. ROLOCH, S.S. Hailan.
F. MOONEY, S.S. Chip Shing.
E. J. TADD, S.S. Lai Sang.
A. E. HODGINS, S.S. Hai Yang.
J. W. EVANS, S.S. Hai Mun.
R. ROBERT, S.S. Zafro.

F. G. Figg, Esq.,
Director, the Hongkong Observatory.Reply to Government:—
Hongkong Chamber of Commerce,
30th December, 1909.

SIR,—I have now the honour to reply to your letter (No. 10119/1909) dated 10th November, 1909, relative to a suggested signal station at Tsze Tsze Mui.

My Committee consider that the erection of a signal station which could be easily seen by the considerable number of vessels which usually seek the shelter of Kowloon Bay at the approach of a typhoon would be useful to the masters of vessels and would be comparatively inexpensive to Government.

They are not, however, in favour of Tsze Tsze Mui as a site for such station, and suggest the hill behind the No. 1 Dock of the Hongkong & Whampoa Dock Co., Ltd., as being a more appropriate spot and within easier view of the sheltering vessels.

To assist Government they have approached the Hongkong & Whampoa Dock Co., Ltd., who will be pleased to grant a free site on the hill in question, and also to allow a member of their staff to work the signals. The signals and necessary gear will, of course, be supplied by Government.

With regard to the last paragraph, my Committee consider that it would be better were a Government servant placed in charge of the Station Signals, for the Company would naturally disclaim any liability in the event of a display of wrong signals. The Company are quite agreeable to such arrangement.—I am, &c.,

E. A. M. WILLIAMS,
Secretary.Hon. Sir Henry May, K.C.M.G.,
Colonial Secretary.

BRUTAL ASSAULT BY BLUEJACKET'S.

Two bluejackets from the *Fame* and one from the *Alacrity* appeared before Mr. Hallifax at the Magistracy yesterday—two charged with assaulting a Russian woman belonging to the unfortunate class and one charged with assaulting Detective Sergeant Cushman when he came to her rescue. The evidence was to the effect that complainant was accosted by two men as she was walking along the street after eleven o'clock on her way from the Victoria Cinema-graph. One of the two caught her by the breast and tore her dress and also knocked her down with a severe blow on the eye. When she got up she held on to him and screamed for assistance. The two sailors came up and beat her hands so as to make her loosen her hold on the first man. She was again knocked down, and one of the bluejackets then told the others to leave her alone. Then the police came to her assistance, and the man ran off, but was arrested on the Praya.

The damage done to the dress was \$75. The first defendant for assaulting the woman was sentenced to one month's imprisonment, the second was fined \$10, and the third, who assaulted Sgt. Cushman in the execution of his duty, was sentenced to three weeks' imprisonment.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

13th January.

A NEW TELEGRAPH LINE.

To improve internal communication a new line of telegraph reaching from Tak Hing to Lo-Ting, a distance of 185 Chinese miles, is shortly to be constructed. A deputy has been sent to purchase the requisite materials and the work is to be put in hand shortly. To show what difficulty the Government has in carrying out these improvements it has been found necessary to order the military authorities to send soldiers to protect the line during its construction, otherwise the ignorant villagers would speedily destroy it.

AN OFFICER DEPOSED.

The Treaty of Constabulary has found that the chief police officer of the Shun Tak district has not carried out his duties in a proper manner. Not only has he failed to make any improvement in the condition of the police of the place, but he has also been found guilty of many unlawful actions. For these reasons he has been cashiered and his place given to an officer named Wong.

FIRE BRIGADE EXAMINATION.

As reported on several instances, cases of fire have been wonderfully frequent lately, and as a result many new Fire Brigades have been formed. For the chief brigade an examination of intending candidates will be held to-morrow. The men are to be examined in reading and writing, while a physical test will also be imposed to see if the men are strong and capable of withstanding fatigue. In accordance with the usual spirit of distrust among the people here, each man has to find a surety for his good conduct.

KIDNAPPERS.

Some time ago a band of armed men visited the house of a family named Ng living at Pok Ki village in Honam. They stole all they could lay their hands on and then decamped, taking with them two sons of the family aged 4 and 8, respectively. For a long time the fate of the children was unknown, but two days ago a man came to the Ng residence and informed Mrs. Ng that her two sons would be restored on payment of a piece of silver. He then appointed a rendezvous where the metal was to be handed over. The father of the family is in Honam, where he has made a good deal of money. Last year he built a fine house and these evidences of wealth have doubtless caused the robbers of the district to desire a share of it.

DRIED DUCKS.

As is roost beef and plum pudding at our Christmas so are dried ducks to the Chinese at their New Year. Thousands upon thousands of these delicacies have come into the City lately, and compared with former seasons the price is very cheap, as 100 head of these ducks can be bought for \$40. Most of these ducks find their way here from the North River, and the season has been a very plentiful one; many have been imported from other places, while a third factor in the cheapness is that this season has been unusually hot and the ducks cannot be kept long without spoiling.

GAMBLING.

The native Press reports that the amount received by the Provincial Government last year from taxes on all kinds of gambling was 4,374,284 taels. The Government, to make up this amount if gambling be suppressed have a serious problem before them and the proposal to make up the deficit by means of heavier salt duty does not find the least favour among the masses of the people.

MURDER.

A night or two ago a murder was committed in Ha Kow Po in the western suburbs. The victim was a man who was stabbed by another. The murderer got safely away, and the police have been unable to arrest him. The deceased was a respectable dressed man, and lived in a gambling house in the vicinity of Shap, now Po. Many pawn-tickets were found in his possession. At the inquest it appeared that there had been some quarrel between deceased and another man concerning a woman of ill-fame. Both the latter were arrested, but as no friends or relatives of the deceased have come forward, the case is still unsettled.

SPURIOUS INDIAN YARN.

The Hongkong Chamber of Commerce on the 6th inst. replied to a letter from the Singapore Chamber dated 22nd October, 1909, concerning the alleged spurious marking and labelling Indian Yarns, by forwarding the appended report by Mr. W. N. Fleming, of Messrs. Jardine, Matheson & Co., Ltd., to whom the matter was referred by the Committee. It would appear from this report that the Hongkong market is not affected.

[Report.]

Hongkong, December 29th, 1909.

SIR,—With reference to the letter from the Singapore Chamber of Commerce dated 22nd October last, the following are the results of the tests made for counts and lengths of the samples of well-known Bombay Yarns:—

David Sassoon's "Lucky Orange" 10s 1/2 (3 hanks) 850, 879 and 876 yards average counts 10s.

Si J. David's "Sphinx" 10s Ring (5 hanks) 847, 852, 804, 819 and 817 yards average counts 10s.

Lakshmidas Khimji "7 boys in three" 10s Ring (2 hanks) 830 and 845 yards average counts 10s.

From enquiries made I am quite satisfied that the same malpractices do not obtain here as apparently prevalent in Singapore.

Competition here is too keen, the Bombay Mills have too much to lose and too little to gain to attempt any spurious labelling. It would appear that this spurious labelling of Bombay Yarns is confined to higher counts, say from 24s upwards—20s is the highest count of Bombay Yarn imported into this market.—I am, &c.,

W. N. FLEMING.

The Secretary,
Hongkong Chamber of Commerce.

SUPREME COURT.

Friday, January 14th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISHMENT JUDGE).

THE CLAIM BY A GOVERNNESS.—DECISION.
The case in which Miss Eve Englewood sued Colonel and Mrs. Prior to recover \$235 for damages for wrongful dismissal, was concluded. Mr. F. Paget Hett (of Messrs. Bratton & Hett) appeared for the plaintiff, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) represented the defendants.

Miss Eve Englewood, recalled, was further cross-examined by Mr. Dixon. She said Mrs. Prior submitted a draft resignation, and refused to consider any resignation that had been tendered before. Unless she had signed that letter she would not have been allowed to go, but she understood until she wrote it that the Indian passage would be paid. Had she known she was entitled to the passage she would not have signed that letter.

So I suppose you say you were tricked into giving up your passage?—It looks very like it. A few days after signing that letter you put an advertisement in the Press to get a new situation?—Yes, and I advertised to get a passage to England.

And in the advertisement you styled yourself as destitute?—No.

And after this your conduct became worse?—I was most particular in those days to be polite, and I don't know quite what they mean about my conduct being outrageous.

Proceeding, witness said she did not tell the child to go and call her for her music lessons. Mrs. Prior requested her in a way she did not like, and ordered her to call the child. She replied, "I will not call her," partly because the child understood if she went to her mother she would get her own way in the end.

Could not Mrs. Prior give you orders?—If she had asked me nicely I would have done anything for her.

You say you have no complaint to make against Colonel Prior?—Except that.

And you deny ever having been rude to him?—I never have been voluntarily rude to Colonel Prior. If I passed him without saying "Good morning" it was after the conversation about the lawyers.

You know his office?—Yes.

And you walked up and down the verandah on purpose to annoy him?—I did not, and I had no idea he was busy.

But you could see him writing at his desk?—I did not usually look into his office.

Now you did "cut him" in Nathan Road, didn't you?—On the morning you speak of two gentlemen in uniform passed, but I did not recognise them. If Colonel Prior had spoken to me about it I should have apologised frankly.

You heard the child call out, "Hello, Daddy"?—After I had passed.

And you turned your head away?—I did not.

Then I suppose Colonel Prior is making up all these things?—I don't know what Colonel Prior is doing, but there are many inventions.

Continuing, witness said it was in November she spoke to Miss Loureiro about the Messrs. appointment. She told Mrs. Prior she had not control over her, and that she would go as she had been given leave. She did not purposely try to irritate Mrs. Prior. While on the Peak with the child the day before leaving, she met Mr. Humphreys and told him she was leaving her place in a few days. Colonel Prior told her he had been to the expense of seeing three lawyers, and would sue her for breach of contract if she left before her time. When the Colonel went to call her into the drawing room he shouted at her, and she refused to go. She did not consider Colonel Prior had any authority over her. He was at liberty to give orders in his own house, but not to witness.

She did not call the boy to bring her trunks out of impudence to Colonel Prior, and nothing was settled about the new situation before she left. Witness did not know the exact position of mistress and governess, but supposed the mistress had a certain amount of authority.

This closed the case for the plaintiff.

Mr. Hett, in his address, dealt first with the question of agency. He said it was true there was a presumption in law that if a married woman ordered necessities, or hired servants, or did other things that came within the domestic sphere, she was acting for her husband or for her husband's agents, and in an action against the husband as principal, in those circumstances the onus would undoubtedly be on the husband to prove that he was not such authority.

His Lordship—Are you arguing now that Mrs. Prior was not in fact an agent?

Mr. Hett—Yes, and we thought she was acting as principal. There was never until the defence any suggestion that Mrs. Prior was acting for Colonel Prior.

Proceeding, Mr. Hett stated that a governess was not a domestic servant, and did not come within the rules that governed the hiring of domestic servants. Had he commenced the action against Colonel Prior the defence would have been that the Colonel did not engage the governess, and the action would have been dismissed. It was obvious that they had to sue Mrs. Prior. The presumption that a wife was acting as agent for her husband could be rebutted by showing that credit was given to the wife.

Mr. Hett continued his address after the fifth adjournment. He contended that the resignation written by his client from Mrs. Prior's draft was no agreement at all. There could not be a contract in the circumstances, even if the plaintiff had written it herself. It was borne out by the evidence of Colonel Prior that there was a concluded agreement, consequently the succeeding letters were of no binding effect. Plaintiff was forced, in a way,

to sign the letter, she did, and it is a contract, was not a voluntary one he submitted that it was not a contract at all. A contract made under a misapprehension of legal rights could not be maintained. Even if the plaintiff had walked up and down Colonel Prior's verandah with her nose in the air, or had "cut" him, that would not be sufficient to deprive her of what she had worked for for eight months. There had been continual rows and difficulties in connection with the child. There had been threats by Colonel Prior of legal proceedings. They suspected the plaintiff of all sorts of curious things and showed that they distrusted her. Her money had been withheld, though she told Mrs. Prior she wanted to pay a bill. Plaintiff had earned this money, and Mrs. Prior was not justified in withholding it. It was not a proper way to speak of a lady in one's house to refer to her as "that woman," as Colonel Prior did when he possibly lost his temper. Isolated instances of disobedience were not sufficient to terminate a contract ordinarily. The disobedience must go to the root of a contract.

Mr. Dixon said the cardinal feature of the case was that the plaintiff willfully refused to obey an order of her employers, and an order given in her own interests. Plaintiff did not acknowledge the authority of Colonel Prior, so that it appeared a master could not give an order in his own house, neither did she acknowledge the authority of Mrs. Prior unless she spoke nicely. Miss Englewood was no doubt of a very unhappy disposition, for she made mountains out of molehills and saw grievances in everything. Every person knew whom he or she was "cut," and Colonel Prior could not have been mistaken. It was the usual thing to call a child to its lessons, but this the plaintiff declined to do. He thought the plaintiff knew perfectly well what was happening.

His Lordship, in giving judgment said he would have rather submitted the case to a jury. With regard to the passage money, his opinion was that the facts were too strong for Mr. Hett. There was no doubt in his mind that very shortly after the plaintiff came to the Colony she became lonely and homesick, and his Lordship fully accepted her statement that she was very unhappy. Any old resident of the Far East knew that many people when they came here, and for a very long time afterwards, were lonely and extremely unhappy, although when they had been here for some time they took a different view. He could not help thinking that something of this sort was at the bottom of Miss Englewood's attitude. That attitude was very unfortunate one, and it showed that she must be a difficult person to live in a house with. His Lordship formed that opinion on statements she made in the witness-box on trivial matters. He thought it was clear that she did not like life in the Colony, which proved entirely different to what she had conceived, but he did not think it at all fair that the blame for that should be put upon her employers. No doubt Miss Englewood had her own system of educating, but he thought it very unfortunate when she had this small girl in her charge that she should have adopted such an ir-reconcilable attitude. Under the circumstances he could not help thinking that she was unhappy; no doubt, if she had not been lonely she would not have been so foolish. His Lordship did not see why, if the engagement was terminated before its time, the defendants should pay the passage money. The dismissal, he thought, was due to a very great extent to Miss Englewood's attitude, which caused a great deal of friction in the household. But there were on this occasion some things in her favour. Undoubtedly her salary for a month had been kept back, quite illegally and quite wrongly. No doubt it had been kept back in perfect good faith, but there was no legal justification for not paying it. When she received her money she understood from Colonel Prior that he was not sure she was entitled to it, and she appeared to have felt this very deeply, otherwise she would not have left her money lying on the table. There were several negotiations as to the termination of this agreement, and Colonel and Mrs. Prior quite rightly wanted the matter put in writing. Finally the plaintiff assented to the suggestion of Mrs. Prior that she should write out her resignation. His Lordship thought that was a very reasonable thing to do, and there was nothing to be said against it. The proposition that Colonel and Mrs. Prior were going to put before the plaintiff was undoubtedly one for her own good, and it would have been very much wiser for her to have gone to see them in the drawing-room. But she did not, and not unnaturally Colonel Prior felt annoyed. On the whole, his Lordship thought, considering the previous negotiations in writing, and that plaintiff knew Colonel Prior had taken legal advice, that refusal to go and discuss business, the nature of which she had no means of knowing, was not a course of conduct she was not entitled to adopt, and not such a refusal as justified her summary dismissal. That being so, he would give judgment for the plaintiff for \$25.98 for salary and board and lodging up to the time of her obtaining a fresh engagement, with costs against Colonel Prior.

MISSING CLOCKS.

Thieves took advantage of the absence of Colonel and Mrs. Prior from their residence at 5, Victoria View, Kowloon, on Thursday. While the Colonel was on duty, and Mrs. Prior was engaged at the Supreme Court, the house was entered and the intruders departed with a valuable clock.

An owner is wanted for a handsome gold-framed drawing-room clock and barometer with thermometer and compass, which a couple were found attempting to pawn yesterday. The pawnbroker detained the man and sent for the police. The clock, which is in a leather case, is valued at \$75. Col. Prior may be able to identify it.

LOCAL SPORT.

VICTORIES AT A GLANCE.

LEAGUE FOOTBALL.

Second Division.

H.O.C. v. M.B.C.

Military Ground, 2.30 p.m.

Referee, Mr. Moore.

TEAM.

H.O.C.—K. Khay, J. Redden, J. Abbas,

Shammar, H. Gahnbarg, G. Cabera, T. E.

Chenryut, J. Helgh, J. E. B. Munkett, D.

Baptista, Resner, W. Wong, J. Chew,

Schuyal, A. R. Ellis, A. S. Ellis, P. R.

Murray.

Navy League.

H.M.S. Kent v. H.M.S. Bedford.

Naval Ground, 4 p.m.

OTHER FOOTBALL.

H.K.F.C. v. Naval Yard.

Club Ground, 4 p.m.

Referee, Q. M. S. Barnard, R.E.

TEAM.

H.K.F.C.—Goggin, Annett and McGabbin,

Blakely, Barlow and Gregory, Altkahen and

Goldenberg, Hamilton, Sayer and Danby.

LEAGUE CRICKET.

Craigengower v. Police.

Happy Valley, 2.15 p.m.

Craigengower.—G. A. Hancock, L. A. Rose,

B. F. Lammert, J. D. Norris, S. Battilwara,

P. Pottel, W. N. Viraam, P. Currie, R. A.

Cervallo, H. Bapp, and L. E. Lammert.

OTHER CRICKET.

H.K.C.C. v. H.K. & Shanghai Bank.

Club Ground, 1.45 p.m.

TEAM.

H.K.C.C.—Dr. Atkinson, Dr. Aubrey, A. A.

Claxton, E. O. Hagen, J. Hall, H. Hancock, E.

Irving, P. Jack, A. McKenzie, H. K. Mankin,

and Rev. H. B. Wells.

Hongkong & Shanghai Bank.—O. J. Barrow,

E. M. Bishop, A. C. E. Elborough, T. M.

Knott, E. Ford-Kelley, A. C. Lath, M. A.

Murray, H. D. Sharpin, N. G. Stabb, W. O. D.

Turner and A. W. Walkinshaw.

LAWN BOWLS CHAMPIONSHIP.

The final and semi-final take place on the

Police and Civil Service Grounds to-day, com-

mencing at 3 p.m. The finalists are Messrs.

Haxton and Bell and the semi-finalists are

Messrs. Petrie and Bell and the semi-finalists are

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NORTH CHINESE FRONTIER.

STATE-AIDED COLONIZATION.

THE ECONOMIC PROSPECTS WITH RUSSIA.

An interesting paper by Dr. A. K. Kabanov

on "Chinese Colonization along the Russian

Frontier" was published in a recent issue of

the Proceedings of the Russian Imperial Geo-

graphical Society. This paper is of especial

value at the present moment when the complex

situation in the Far East is attracting more and

more attention in St. Petersburg, and

pessimistic views appear to be gaining ground.

Dr. Kabanov says that while there has

been considerable Chinese tendency to colonize the

frontier regions, the movement has during the

last few years been intensified and systematized

to a remarkable degree. The Government

now actively promotes the movement. In

1902 a Colonization Society was formed

with the object of colonizing the region in

Mongolia between Urga and Bodene; half the

capital of the Society is provided by the

Treasury. The Governors in the frontier

regions, who are usually highly educated and

experienced men, skilled in administration and

diplomacy, now realize the importance of

colonization in view of the development of

Russo-Chinese relations and the impending

economic struggle between the two Empires.

They accordingly assign large sums from the

Provincial Fund for colonization pur-

poses. The Governors are supported by trading

companies and political clubs, which play an

important part in Chinese public life.

The firms in Tientsin and Shanghai

who deal in goods with the frontier regions are

directly interested in the colonization move-

ment, and the Mongols, Kirghizes, and Sarts

who dwell over these regions display a preference

for Russian goods or local products. The

poorer classes of the Chinese population in the

regions border the coast are only too glad to

avail themselves of the encouragement given by

the authorities, and the movement North-

ward and Westward is now assuming an almost

elementary character, recalling, as Dr. Kabanov

remarks, the movement of the Russian

peasants to the Black Sea steppes.

IMPERIAL AIDS TO FRONTIER SETTLEMENT.

A number of reforms have been recently

effected with the object of promoting coloniza-

tion. New administrative units are being

formed (along the Kara Irtish, the Sungari,

and in Kulp). New towns have been founded

(Kala on the Irtish, Sanli, Melokho on the

Northern Tien-Shan Road). Old towns and

villages, enlarged (Sungari, on the Sungari,

Baklan and Mengon on the Nomi, Manas and

Chitka along the Tien-Shan, and Bodene on the

boundary of Mongolia and Manchuria). Old

towns are being moved towards the frontier,

e.g., Baidul. Live stock is distributed among

the colonists at certain points, e.g., at Gucheng,

straps are being drained, near Manas, and

Kalia along the Russian frontier; mountain

pastures are being broadened; post-offices and

government posting stations are being

established in large numbers.

The colonization movement follows the great

trade routes. In Western China it runs parallel

with the Tien-Shan; in Eastern China along

the railways and the Nomi and Sungari rivers;

in Mongolia it tends towards Bodene and Urga.

The movement is facilitated by the steppe-like

character of the frontier regions, the abundance

of live stock in the possession of the local nomads

and the dry, healthy climate, and such local

factors as the existence of large beds of coal

to the south of the Tien-Shan and abundance

of timber on the northern slopes of the range.

The Russian advance in Manchuria at the

beginning of the century also gave an economic

impetus to the colonization movement. The

colonists display a strong inclination to settle

near the Russian frontier in the neighbourhood

of Russian towns, despite the greater severity of

the climate. The nomad tribes in the frontier

regions are regarded by the Chinese authorities

as politically and economically unsound element

and are therefore being gradually pressed back

from their pasture grounds towards the frontier.

During the last ten years a number of Dzungars

and Tarbats have crossed the border and settled

in Russia. Russian subjects are not permitted

to engage in agriculture in China, although

large gold-mining concessions are freely

given to foreigners. Dr. Kabanov has

personally observed the colonization move-

WALCHERS & Co.,
GENERAL AGENTS

SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.
CHILDAN, Norwegian str., 102, H. Nilm, 14th Jan.—Bangkok 6th and Swatow 13th Jan., General—Angard, Thoren & Co.
DAONT, Norwegian str., 883, Schreier, 13th Jan.—Quang, Yen 11th Jan., Coment Stone—Angard, Thoren & Co.
HAIMON, British str., 636, J. W. Evans, 14th Jan.—Swatow 13th Jan., General—Douglas, Laprak & Co.
HALVARD, Norwegian str., 1265, C. Andersen, 13th Jan.—Bangkok 6th and Swatow 13th Jan., General—Angard, Thoren & Co.
JACOB, Drednought, German str., 632, A. Hansen, 14th Jan.—Halong and Hoihow 12th Jan., General—Jensen & Co.
KJELD, Norwegian str., 210, T. Holsen, 14th Jan.—Manila 11th Jan., Ballast—Angard, Thoren & Co.
MACREW, German str., 95, R. G. Zellert, 12th Jan.—Bangkok via Swatow 6th Jan., Rice and Teak square—Butterfield & Swire.
NINGPO, British str., 170, Richards, 14th Jan.—Tientsin 10th Jan., General—Butterfield & Swire.
PROSTING, Norwegian str., 746, Christiansen, 13th Jan.—Daly via Chiofo 6th Jan., General—Angard, Thoren & Co.
TARO MARU, Japanese str., 3,155, S. Okutani, 13th Jan.—Mito 7th Jan., Coal—Mitsui Bussan Kaisha.
TEAN, British str., 1,356, Outerbridge, 14th Jan.—Manila 11th Jan., General—Butterfield & Swire.
TYNDAL, Dutch str., 2,991, P. G. V. Emmerick, 14th Jan.—Mojl 9th Jan., General and Coal—Java-China-Japan Lijn.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 14th January.
Copri, Italian str., for Singapore.
Priloff, Norwegian str., for Canton.
Hongkong, British str., for Amoy.
Frederick, Norwegian str., for Canton.
Safiro, British str., for Manila.

DEPARTURES.
 14th January.
ANNU, British str., for Canton.
ASIA, British str., for Shanghai.
BOMBAI MARU, Jap. str., for Shanghai.
CHUHSING, British str., for Canton.
HAIRANG, British str., for Swatow.
HANGANG, British str., for Canton.
HANOI, French str., for Quang Chow Wan.
HOLETHIN, German str., for Saigon.
HUPON, British str., for Hongkong.
HYSON, British str., for Hongkong.
KAIYUKU MARU, Japanese str., for Moji.
KANBOW, British str., for Ningpo.
KUANGHAI, Chinese str., for Shanghai.
SAINT GEORGE, British str., for Manila.
SHANGHAI, British str., for Canton.
SICILIA, British str., for London.
TAIWAN, British str., for Pheupenh.
WELSH PRINCE, British str., for Yokohama.
YUENHANG, British str., for Manila.

SHIPPING REPORTS.
 The British str. *Ningpo* reports: Moderate gale and thick weather.
 The Norwegian str. *Frederick* reports: Mod. wind from North, rain and fog.
 The British str. *Hainan* reports: Had fresh N.E. winds and misty air.
 The Dutch str. *Tyndal* reports: Cloudy weather, moderate breeze N.E. and rainy.

VESSELS IN DOCK.
 January 14th.
Kowloon Dock—H.M.F.M.S. *Rainha*, *Amelia*, *Hilary*, *Rio Lima*, *Robert Lebaudy*, *Heungshan*, *Chingfufu*, *Alme*, *Flume*, *Empress of China*, *Paul Boat*.
Taikeo Dock—*Kuigang*, *Kuichow*, *Shenking*, *Kwangsue*, *Liangchow*, *Fengtien*, *Hunan*.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
"LIGHTNING"
 Captain A. E. Gentles, will be despatched for the above ports TO-DAY, the 15th inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 14th January, 1910. [162]

"SHIRE" LINE OF STEAMERS, LIMITED.
 FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship
"CARDIGANSHIRE"
 Captain W. O. Tyers, will be despatched as above TO-MORROW, 16th Jan., at Daylight.
 For Further Particulars, apply to
JARDINE, MATHESON & Co., Ltd.
 Agents.
 Hongkong, 7th January, 1910. [103]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
PIUMI AND TRIESTE (DIBON)
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, VENETIAN LIGIAN, and ADRONIA PORTS).

THE Company's Steamship
"PERSIA"
 Captain Gungorich, will be despatched as above on WEDNESDAY, the 26th inst.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 4th January, 1910. [5]

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 8th December, 1909. [8]

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, ROTTERDAM & AMSTERDAM ...	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
LONDON, &c., via USUAL PORTS OF CALL ...	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c. ...	STYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 26th inst.
LONDON & ANTWERP VIA SINGAPORE, &c. ...	SCANDIA	Swed. str.	—	V. Dohren	HAMBURG-AMERICA LINE	On 18th inst.
COPENHAGEN, &c., via PORTS OF CALL ...	INDIEN	Freu. str.	—	Sellier	MELCHERS & Co.	Middle of Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	OCEANIE	Jap. str.	—	F. L. Sommer	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	KANO MARU	Ger. str.	—	Brohmer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	SIBIRIA	Ger. str.	—	R. Hayes	HAMBURG-AMERICA LINE	On 19th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	PENROCKSHIRE	Brit. str.	—	K. Sato	JARDINE, MATHESON & Co., Ltd.	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	ARI MARU	Ger. str.	—	Filler	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	BRASILIA	Ger. str.	—	A. E. Moses	HAMBURG-AMERICA LINE	On 16th Feb., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	MISHIMA MARU	Jap. str.	—	G. Meiners	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	DERFFLINGER	Ger. str.	—	P. Gungorich	SANDER, WIELER & Co.	On 22nd inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c. ...	PERSEA	Aus. str.	—	Karberg	HAMBURG-AMERICA LINE	On 10th Feb.
TRIESTE, &c., via SINGAPORE, &c. ...	VANDALIA	Ger. str.	—	F. W. Davies	DODWELL & Co., Ltd.	On 23rd inst., at 7 A.M.
NEW YORK	OCEANO	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th Feb., at Noon
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN ...	EMPEROR OF CHINA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 5th Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	MONTAGLE	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd March.
VICTORIA, B.C. & SEATTLE, &c. ...	KANAGAWA MARU	Jap. str.	—	M. Yagi	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon.
VICTORIA, B.C. & SEATTLE, &c. ...	ITO MARU	Jap. str.	—	T. Saito	TOYO KISEN KAISHA	On 26th Feb., at Noon.
TACOMA VIA JAPAN	SEATTLE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c. ...	KIYO MARU	Jap. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	H. Roegner	MELCHERS & Co.	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CORLEZ	Ger. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 1st Feb., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 5th Feb.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	F. Isoko	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 19th inst., at 2 P.M.
NAGASAKI, KOBE & YOKOHAMA	HIYACHI MARU	Jap. str.	—	M. Yagi	JAVA-CHINA-JAPAN LIJN	Quick despatch.
JAPAN	NIKKO MARU	Dut. str.	—	P. J. van Emmerick	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
ISINGTAU, CHEFOO & CHINWANTAO	TAIYATAP	Brit. str.	—	F. Moorey	BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
SHANGHAI, WEIHAWEI & CHEFOO	CHIPPING	Brit. str.	—	H. S. Bradshaw, R.N.R.	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI, MOJI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI	YORK	Brit. str.	—	—	MESSAGERIES MARITIMES	On 17th inst., F.M.
SHANGHAI, KOBE & YOKOHAMA	ANRU	Brit. str.	—	—	MELCHERS & Co.	On 19th inst., at 4 P.M.
SHANGHAI	HANGANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst., F.M.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Freu. str.	—	—	SANDER, WIELER & Co.	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	INDIEN	Dut. str.	—	—	HAMBURG-AMERICA LINE	On 21st inst., at Noon.
SHANGHAI	LINAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
SHANGHAI	VORWERK	Aus. str.	—	—	P. & O. S. N. Co.	On 23rd inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	About 26th inst.
SHANGHAI, KOBE & YOKOHAMA	FOORSANG	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 27th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	ABOADA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI	CHINHUA	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORK	Jap. str.	—	—	HAMBURG-AMERICA LINE	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	CHENAN	Jap. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 19th inst., at 8 A.M.
SHANGHAI	MOYORI MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 20th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SAMURAI	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	TAMUWONG	Dut. str.	—	—	DOUGLAS LARPAK & Co.	To-day, at 4 P.M.
SHANGHAI	SOSU MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst., at 10 A.M.
SHANGHAI	DAIOI MARU	Jap. str.	—	—	DOUGLAS LARPAK & Co.	On 21st inst., at 10 A.M.
SHANGHAI	HAIMON	Brit. str.	—	—	DOUGLAS LARPAK & Co.	About 20th inst.
SHANGHAI	WENCHOW	Brit. str.	—	—	SHENWAN, TOMES & Co.	To-day, at Noon.
SHANGHAI, SHANGHAI & CHINWANTAO	HAICHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst., at 3 P.M.
SHANGHAI, AMOY & FOOCOW	HAITAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI, AMOY & FOOCOW	TAIWANFU	Brit. str.	—	—	SHENWAN, TOMES & Co.	On 22nd inst., at Noon.
SHANGHAI	TEAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 3 P.M.
SHANGHAI	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
SHANGHAI	RUBI	Brit. str.	—	—	MELCHERS & Co.	End of Jan.
SHANGHAI	TAMING	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI	YUENSANG	Ger. str.	—	—	CARLOWITZ & Co., Ltd.	To-day, at Noon.
KUDAT & SANDAKAN	BORNEO	Jap. str.	—	—	DAVID SASSOON & Co., Ltd.	On 22nd inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	YETOROFU MARU	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at Noon.
BOMBAY VIA SINGAPORE & PENANG	CAFEI	Brit. str.	—	—	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & CALCUTTA	LYONNING	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	KUANG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	TAIPANAS	Dut. str.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. E. MEINERS	Wed'ay, 26th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORCK" Capt. J. RANDELMANN	About Wed'ay, 26th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RANDELMANN	Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	End of January.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISSEK	About Saturday, 5th February.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 15th January, 1910. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davies	On 10th February, 1910.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 8th December, 1909. [8]

MESSAGERIES MARITIMES FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 17th Jan., P.M.
MARSEILLES, VIA PORTS	"OCEANIE" Capt. Sellier	On 18th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 31st Jan., P.M.
MARSEILLES VIA PORTS	"NERA" Capt. Martin	On 1st Feb., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—
P. THOMAS, AGENT,
 Queen's Building.
 Hongkong, 8th January, 1910. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nippon (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

From Hongkong. "EMPRESS OF CHINA" Sat., 29th Jan. "MONTAGLE" Tues., 15th Feb. "EMPRESS OF INDIA" Sat., 26th Feb. "EMPRESS OF JAPAN" Sat., 26th Mar. "EMPRESS OF CHINA" Sat., 23rd Apr. "EMPRESS OF INDIA" Sat., 14th May.
 From St. John, N.B. "EMPRESS OF IRELAND" Fri., 25th Mar. "EMPRESS OF IRELAND" Fri., 22nd Apr. "EMPRESS OF IRELAND" Fri., 20th May. "ALLAN LINE" Friday, 10th June.

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN with the Company's New Palatial "EMPRESS" Steamship, 14,500 tons register, thus providing a comfortable and speedy through route to Steamships.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Intermediate rates via Canadian Atlantic Ports or New York 271.10 Hongkong to London, 1st Class 243, 2nd 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.E. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Fiorio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LIGIAN and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI"
 Captain Dini, will be despatched as above TO-DAY, the 15th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 13th January, 1910. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship
"VORWAERTS"
 Captain Bednarz, will leave for the above places on THURSDAY, the 20th inst., at Noon.
 This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.
 For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 12th January, 1910. [3]

FOR SAIGON.

THE Steamship
"TSINANFU"
 will leave for the above Port on or about the 20th January.
 For Freight and Passage apply to—
WALLEN & Co.,
 Hongkong Club Annex.
 Hongkong, 13th January, 1910. [153]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DEVANHA"
 Captain H. Powell, carrying His Majesty's Mail, will be despatched from this Port for Bombay, &c., on SATURDAY, the 22nd January, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "INDIA," due in London on the 5th March, 1910.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE, NYANZA and YOKOHAMA	Capt. H. S. Bradshaw, R.N.R.	18th Jan.	Freight and Passage.
SHANGHAI	ARCADIA	About 21st Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 22nd Jan.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MANZILLA	SYRIA	About 26th Jan.	Freight and Passage.

For further Particulars, apply to
H. A. HEWETT, Superintendent.
Hongkong, 15th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW, SHANGHAI and CHONGWANTAO	"WENHOW"	On 15th Jan., 4 P.M.	
SHANGHAI	"ANHUI"	On 16th Jan., 4 P.M.	
MANILA	"TEAN"	On 18th Jan., 3 P.M.	
TRUNGTAU, WEIHAIWEI and CHEFOO	"KWEIYANG"	On 19th Jan., 4 P.M.	
SHANGHAI	"LINAN"	On 20th Jan., 4 P.M.	
MANILA	"CHINKUA"	On 23rd Jan., 4 P.M.	
SHANGHAI	"CHINKUA"	On 25th Jan., 3 P.M.	
MANILA	"CHINKUA"	On 27th Jan., 4 P.M.	
MANILA THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 1st Feb., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTIAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo looked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
MANILA CARNIVAL, 5th to 14th FEBRUARY. S.S. "TEAN" will sail from Manila on 15th Jan. for Hongkong. Special Reduced return fare of \$50.
FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINKUA" and "LINTIAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s lunch leaves Murray Pier at 10 O'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE, \$45 SINGLE and \$90 RETURN.
For Freight or Passage apply to—
H. A. HEWETT, 15th January, 1910.
BUTTERFIELD & SWIRE, AGENTS. 10

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"HANGSANG"	Monday, 17th Jan., Noon.	
SHANGHAI, CHEFOO and CHONGWANTAO	"CHIPSING"	Monday, 17th Jan., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE and MOI	"FOOKSANG"	Friday, 21st Jan., Noon.	
MANILA	"LOONGSANG"	Friday, 21st Jan., 4 P.M.	
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	Saturday, 22nd Jan., Noon.	
MANILA	"YUENSANG"	Friday, 23rd Jan., 4 P.M.	
SINGAPORE, PENANG and CALCUTTA	"LAISANG"	Tuesday, 1st Feb., Noon.	

FOR THE MANILA CARNIVAL.
FEBRUARY, 5th to 14th, 1910.
A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.
Telephone No. 215, Tel. Exch. 4.
For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 15th January, 1910.
GENERAL MANAGERS. 14

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.
COPENHAGEN and BALTIMORE	"INDIEN"	Middle of Feb.

For Further Particulars apply to
H. A. HEWETT, 11th December, 1909.
MELCHERS & CO., AGENTS. 6

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 16th Jan., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOW	TUESDAY, 18th Jan., at 10 A.M.
"HAIYAN"	SWATOW, AMOY and FOCHOW	FRIDAY, 21st Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLACK PIER).
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
HONGKONG, 15th January, 1910. 10

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer, 9,000		WED. DAY, 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato, 7,000		WED. DAY, 2nd Feb., at Daylight.
	MISHIMA MARU Capt. A. S. Moss, 9,000		WED. DAY, 16th Feb., at Daylight.
VICTORIA B.C. & SEATTLE (KANAGAWA MARU leaving Hongkong 5th Feb., due Kobe 10th Feb., connects)	INABA MARU Capt. R. Takada, 6,500		WED. DAY, 16th Feb., from YOKOHAMA.
VICTORIA B.C. & SEATTLE (ITO MARU leaving Hongkong 3rd March, due Yokohama 15th March connects)	TAMBA MARU Capt. C. H. Butler, 6,500		WED. DAY, 16th Mar., from YOKOHAMA.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakuma, 5,000		FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi, 6,000		THURSDAY, 17th Feb., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED. DAY, 19th Jan., at 2 P.M.
KOBE and YOKOHAMA	HITACHI MARU Capt. N. Matheson, 7,000		SATURDAY, 22nd Jan., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	YETOROFU MARU Capt. K. Soyeda, 4,500		TUESDAY, 25th January.
SHANGHAI MOJI and KOBE	MOYORI MARU Capt. J. C. Bishara, 4,500		SATURDAY, 29th January.

Fitted with New System of Wireless Telegraphy, 1 Cargo only. * Carries Deck Passengers.
Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHEAST PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Upper Room.
T. KUSUMOTO, MANAGER. 13
Hongkong, 12th January, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 15th Jan., Noon.
RUBI	2540	A. Fraser	Manila	On 22nd Jan., Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.
For Freight or Passage apply to—
SHEWAN, TOMES & Co., General Managers. 12
Hongkong, 13th January, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE and YOKOHAMA	FOR HAVRE, BREMEN & HAMBURG
S.S. BEGOVIA ... 20th Jan.	S.S. SCANDIA ... 18th Jan.
S.S. BAMBIA ... 2nd Feb.	FOR MARSSEILLES, ROTTERDAM & HAMBURG
S.S. SAXONIA ... 9th Feb.	S.S. RITHONIA ... 19th Jan.
S.S. SPEZIA ... 15th Feb.	FOR MARSSEILLES & HAMBURG
S.S. O. FERD. LAIBERZ ... 27th Feb.	S.S. BRASILLIA ... 10th Feb.
S.S. ALERIA ... 12th March.	FOR NEW YORK
S.S. BELGAVIA ... 17th March.	S.S. VANDALLA ... 22nd Jan.

Further Particulars apply to—
HAMBURG-AMERIKA LINIE,
Hongkong, 15th January, 1910.
Hongkong Office. 11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

1910.

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUJO MARU	6,000	April 27th, at Noon.
S.S. AMERICA MARU	6,000	

For particulars apply to—
N. YAMADA, Acting Manager,
TOYO KISEN KAISHA, King's Building,
Hongkong, 21st December, 1909. 14

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

THROUGHTS TO EUROPE by the principal STEAMSHIP LINES and TRANS-ATLANTIC RAILWAY.

TOURISTS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, stored and forwarded at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—
15, DES VOGES ROAD, HONGKONG.

Japan Office—
14, WATSE STREET, YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct trans-Pacific service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Sato,	6,182	FRIDAY, 21st Jan., at Noon.
	"CHICAGO MARU" Capt. ...		WED. DAY, 23rd Feb., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 16th Jan., at 10 A.M.
ANPING via SWATOW, AMOY	"SOSHU MARU" Capt. K. Sugi	WED. DAY, 19th Jan., at 6 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 27th Jan., at Daylight.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "OHOSHURU MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.
T. ARIMA, MANAGER.
677

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)
CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 16th.

LONDON - - - - - APRIL 23rd.

FARES TO LONDON—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2nd " 48.8 " £72.12 "

For Further Particulars, apply to
H. A. HEWETT, SUPERINTENDENT. 1075

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ABACADIA 7000	February 5	MANTUA 11000	March 5	March 11
ABSAE 7500	February 19	PEBSIA 7951	March 19	March 25
DELTA 8000	March 5	MAIWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer sailing at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ABSAE 8000	April 16	MARMOBA 10500	May 14	May 20
DELTA 7500	April 30	MOBEA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamers from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Suria):
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2nd " 48.8 " £72.12 "

In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
Tonnage	about	about
SYRIA 6600	January 25	March 12
SUMATRA 4600	February 9	March 26
SYRIA 6600	February 23	April 9
SURDA 4600	March 23	May 7
SURDA 4600	April 20	June 4
SABDINIA 6570	May 13	June 12
NOBE 6700	May 13	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Suria):
1st SALOON £55.10 SINGLE; £82.10 RETURN.
2nd " 38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to—
H. A. HEWETT, SUPERINTENDENT. 1076

